
SOUTH STH 83 & SOUTH BYPASS CORRIDOR PLAN

CITY OF BURLINGTON
Racine County, Wisconsin

Draft: July 12, 2001

Prepared by:

MEEHAN
& COMPANY, I N C .

☐ PLANNING ☐ DESIGN ☐ ZONING ☐

© MEEHAN & COMPANY, INC., 2001.
ALL RIGHTS RESERVED.

Table of Contents

Table of Contents

INTRODUCTION	1
SITE ANALYSIS	1
Environmental Corridors and Isolated Natural Areas	4
100-Year Recurrence Interval Floodplains	5
River, Streams, and Drainageways	5
Wetlands and Shoreland Wetlands	5
Woodlands	6
Soils	7
Steep Slopes	8
Barriers and Edges	8
View Corridors and Landmarks	9
Significant Intersections	9
Other Issues and Factors	10
PLAN DEVELOPMENT	10
General	10
Planned Land Uses of the "Concept Plan"	12
Natural Resource Features Preservation	30
The Concept of Natural Resource Features Protection Standards	30
ZONING AND THE COMPREHENSIVE ZONING PLAN FOR PLAN IMPLEMENTATION	32
Residential Districts for Plan Implementation	33
Nonresidential Districts for Plan Implementation	34
PUBLIC INFORMATIONAL MEETINGS, HEARINGS, AND SOUTH STH 83 & SOUTH BYPASS CORRIDOR PLAN ADOPTION	35
LAND DIVISION PLAT REVIEW	35
OFFICIAL MAPPING	35
SOUTH STH 83 & SOUTH BYPASS CORRIDOR PLAN AMENDMENT AND UPDATE	36
Types of Plan Changes	36
Rationale and Justification for Plan Amendment	36
Plan Amendment Process	38
APPENDICES	39
Appendix A: City Plan Commission Resolution for Adopting the South STH 83 & South Bypass Corridor Plan as an Element of the City of Burlington Master (Comprehensive) Plan	40
Appendix B: Common Council Resolution for Adopting the South STH 83 & South Bypass Corridor Plan as an Element of the City of Burlington Master (Comprehensive) Plan	41

INTRODUCTION

In late June 1999, the City of Burlington commissioned Meehan & Company, Inc. to prepare a detailed land use plan for the South STH 83 and South Bypass Corridor area located within the planning jurisdiction of the City. Work on that Plan began in 1999 and continued during 2001.

The South STH 83 and South Bypass Corridor Plan is intended to be an element of the City of Burlington Master (Comprehensive) Plan under the provisions of Chapter 62.23(2) of the Wisconsin Statutes.

A similar type of detailed land use plan was prepared for the STH 36/83 North Corridor area located on the northeast side of the City of Burlington and surrounding environs and within the planning jurisdiction of the City. Work on that Plan was completed in June 1999 with the adoption of that Plan by both the City Plan Commission and Common Council.

The initial South STH 83 and South Bypass Corridor Plan planning area is generally located on the south side of the City of Burlington and also in the Town of Burlington along both sides of STH 83 and along both sides of the proposed bypass highway and located within parts of U.S. Public Land Survey Sections 4, 5, 6, 9, 10, 15, and 16 of Town 2 North, Range 19 East, City of Burlington and Town of Burlington, Racine County, Wisconsin (see Map 1).

The South STH 83 and South Bypass Corridor Plan consists of the following major components:

1. Preparation of the Base Map of the Subject Property
2. Preparation of Site Analysis Sketch
3. "Alternative Concept Plan and Consensus Plan" Development
4. Preparation of Final Land Use Plan Report
5. Meetings and Public Hearings

An up-to-date cadastral (property boundary) map and a topographic map (contour interval of 2 feet) of the subject property at a scale of 1" = 400' were supplied to Meehan & Company, Inc. by the City of Burlington Engineering Department. A composite reproducible base map of the subject property was then prepared by Meehan & Company, Inc. for use in the project.

SITE ANALYSIS

A Site Analysis Sketch (see Map 2) which identifies physical site limitations and opportunities was prepared for the planning area. In general, issues examined include general land uses, natural resource features (environmental corridors and isolated natural areas), visual impact areas, vehicular and pedestrian access, circulation and linkages to other uses, bufferyards, the existing State Trunk Highway right-of-way, property boundaries, etc. The "Site Analysis Sketch" is an important tool used for developing the detailed land use plan for the South STH 83 and South Bypass Corridor area. Various features and components of the Site Analysis Sketch are described in the next several sections.

MAP 1

INITIAL SOUTH STH 83 AND SOUTH BYPASS CORRIDOR PLAN
PLANNING AREA

Source: City of Burlington and Meehan & Company, Inc.

MAP 2

SITE ANALYSIS SKETCH
SOUTH STH 83 AND SOUTH BYPASS CORRIDOR PLAN PLANNING AREA

Source: Meehan & Company, Inc.

Environmental Corridors and Isolated Natural Areas

All primary environmental corridors, secondary environmental corridors, and isolated natural area delineations appearing on Map 2 are based upon the Southeastern Wisconsin Regional Planning Commission's (SEWRPC) 1995 delineations (the most up-to-date SEWRPC delineations available). SEWRPC's delineated environmental corridors and isolated natural areas in the South STH 83 and South Bypass Corridor Plan planning area encompass those areas containing concentrations of recreational, aesthetic, ecological, and cultural resources. Such delineated environmental corridors and isolated natural areas should generally be preserved and protected in essentially natural open uses. Such areas normally include one or more of the following seven elements of the natural resource base which are essential to the maintenance of both the ecological balance and natural beauty of an area:

- Lakes, rivers, streams, and their associated shorelands and floodlands.
- Wetlands.
- Woodlands.
- Prairie.
- Wildlife habitat areas.
- Wet, poorly drained, and organic soils.
- Rugged terrain and high-relief topography.

Five additional elements which are also considered include: 1) existing park and open space sites; 2) potential park and open space sites; 3) historic sites; 4) scenic areas and vistas; and 5) natural and scientific areas. A detailed description of how environmental corridors, and their subordinate isolated natural areas, are delineated is presented in the SEWRPC's Technical Record (Vol. 4, No. 2, March 1981, pp. 1-21).

Primary environmental corridors include a wide variety of the important natural resource and resource-related elements and are at least 400 acres in size, two miles in length, and 200 feet in width.

Secondary environmental corridors generally connect with primary environmental corridors and are at least 100 acres in size and one mile in length.

Isolated natural areas are at least five acres in size and consist of those smaller concentrations of natural resource base elements that are separated physically from environmental corridors by either open land or development.

As indicated on Map 2, primary environmental corridors are located in many areas of the South STH 83 and South Bypass Corridor Plan planning area including along both sides of the existing STH 83 right-of-way, the planned bypass right-of-way, along the Fox River, and along Spring Brook. The Fox River is a major barrier and forms the eastern boundary of the South STH 83 and South Bypass Corridor Plan planning area. These corridors provide the framework for defining and delineating those other lands which lend themselves to development opportunities. Because the primary environmental corridors are so significant within the planning area, their impact on the design of the planning area is equally significant.

There is a small segment of secondary environmental corridor located in the northeast portion of the planning area (traversing STH 83) and a large secondary environmental corridor located in the southern portion of the planning area.

There are three isolated natural areas in the planning area located in the northwest and southeast portions of the planning area.

100-Year Recurrence Interval Floodplains

Within the planning area, 100-year recurrence interval floodplain delineations are located predominantly within or contiguous to delineated primary environmental corridors. 100-year recurrence interval floodplain delineations are indicated with a dashed line on Map 1 and are based upon delineations set forth on the Racine County topographic maps furnished Meehan & Company, Inc. by Racine County in late 1999. Similar to the development limitations imposed upon the planning area by the existing primary environmental corridors, secondary environmental corridors, and isolated natural areas described earlier, these floodplain areas and their attendant regulatory measures will also have direct impact upon limiting the growth and development which take place in the planning area.

River, Streams, and Drainageways

The existing river (the Fox River), streams (including Spring Brook), and drainageways are graphically identified on Map 2. The river, streams, and drainageways generally include floodways, 100-year floodplains, shorelands, and wetlands. These features are overlapping and form a continuous system of drainage. The river, streams, and drainageways not only accommodate drainage flow but also provide shelter to wildlife. The identified river, streams, and drainageways in the planning area also place limitations on future growth and development.

Wetlands and Shoreland Wetlands

Wetlands are defined as areas that are inundated or saturated by surface or groundwater at a frequency and with a duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions. Wetlands include swamps, marshes, bogs, sedge meadows, and similar areas. Precipitation, in the form of rain or snow, provides water to wetlands, becoming surface water runoff or percolating through the soil to become groundwater seepage. Wetlands may receive mostly surface water--direct precipitation, overland flow, and floodwaters--or mostly groundwater that infiltrates and moves through the ground. The location of the wetland in the landscape affects the type of water received. Wetlands can occur on slopes as well as in depressions. Significant wetland areas are located within the South STH 83 and South Bypass Corridor Plan planning area within delineated primary environmental corridors, secondary environmental corridors, and isolated natural areas, and associated with the Fox River and Spring Brook.

Wetlands have an important set of natural functions which make them a particularly valuable resource. These functions may be summarized as follows:

- Wetlands enhance water quality. Aquatic plants change inorganic nutrients such as phosphorus and nitrogen into organic material, storing it in their leaves or in the peat which is composed of their remains. The stems, leaves, and roots of these plants also slow the flow of water through a wetland, allowing suspended solids and related water pollutants to settle out. Thus, the destruction of wetlands may be expected to adversely affect the quality of surface waters in the area.
- Wetlands regulate surface water runoff, storing water during periods of flood flows to release such waters during periods of dryer weather. Thus, wetlands help to stabilize stream flows.
- Wetlands provide essential breeding, nesting, resting, and feeding grounds and predator escape cover for many forms of wildlife. Thus, they contribute to the overall ecological health and quality of the environment of the area, as well as

providing recreational, research, and educational opportunities and adding to the aesthetic quality of the area.

- Wetlands may serve as groundwater recharge and discharge areas.

Wetlands must be protected because of their role as water-flow managers and wildlife habitats. The U.S. Army Corps of Engineers and the Wisconsin Department of Natural Resources identify wetlands by vegetation type—as required by federal law.

Wetlands must be protected and should rarely be filled. All wetlands need a certain amount of maintenance when their natural maintenance mechanisms have been removed with the encroachment of development. In certain instances, periodic burning is recommended. Natural diversity often needs to be restored; thus, it is typically good practice to introduce additional native species into wetlands under some conditions. Flexibility in the design of developments is encouraged in order to preserve open spaces around wetlands and to minimize encroachment by development. Wetlands should be protected and there should be minimal development permitted for a distance of approximately 50 feet from the edge of a wetland.

The definition of shorelands, pursuant to the Wisconsin Department of Natural Resources' "Wisconsin Shoreland Management Program," states that shorelands are "lands within the following distances from the ordinary high-water mark of navigable waters: 1,000 feet from a lake, pond or flowage; and 300 feet from a river or stream or to the landward side of the flood plain, whichever distance is greater." "Shoreland wetlands" are wetlands (as described above) located within these shoreland areas. State laws mandate that shoreland wetlands be protected.

Woodlands

There are significant woodland areas within the South STH 83 and South Bypass Corridor Plan planning area. These woodlands are located within the delineated primary environmental corridor, secondary environmental corridors, and isolated natural areas. Within the South STH 83 and South Bypass Corridor Plan planning area, woodlands and forests have many important roles. These roles include:

- Environmental moderators by buffering the potential impacts of damaging phenomena such as soil erosion, pollution, and severe weather. They are especially important in areas where they aid in slowing water flows and reducing flooding, providing a soil that minimizes runoff, stabilizing and enriching the soil, breaking wind velocities, absorbing pollutants, and moderating the intense effects of solar radiation.
- Moderators of the visual and audio impacts of the man-made environment by buffering the potential adverse impacts of damaging phenomena such as noise, air pollutants, and visual pollution as the South STH 83 and South Bypass Corridor Plan planning area develops.
- Functions in many of the biological cycles, such as the energy, oxygen, nitrogen, and carbon cycles.
- The provision of essential habitats for numerous varieties of plants and animals and the assurance of landscape and environmental diversity. These habitats are important for wildlife and plant community conservation and general environmental health.

-
- Assisting in the preservation of the natural landscape character of the South STH 83 and South Bypass Corridor Plan planning area.

The pre-settlement vegetation that existed in Wisconsin at the time of the first government land survey consisted principally of forest and grassland. The forest was composed of three major types: boreal forests, mixed coniferous-deciduous forest, and deciduous forest. These three types of forest, together with grassland, made up the four large vegetation groups in Wisconsin.

The major type of pre-settlement vegetation found in the South STH 83 and South Bypass Corridor Plan planning area was, and still is, the deciduous forest. The predominant pre-settlement vegetation of the South STH 83 and South Bypass Corridor Plan planning area consisted of Oak Forest (White Oak, Black Oak, and Bur Oak). This was the dominant deciduous forest type found in the area in pre-settlement times and remnants of this forest type exist today.

With all these important functions, woodlands should be preserved or established wherever possible. Land to be developed that was previously farm field should be landscaped with trees in order to provide the residential subdivision or commercial property with its own source of woodland protection and benefits. Developable land with existing woodlands should be strictly regulated so that there is as little disturbance to the woodland as possible.

Where development is allowed to occur in woodland and forest areas, it should occur using lot clustering so as not to disrupt the environment any more than necessary. Natural resource protection standards should be used to protect woodlands and forests in the South STH 83 and South Bypass Corridor Plan planning area in order to assure that these resources are afforded the level of protection from destruction of which they are worthy.

Disturbance of woodlands in the South STH 83 and South Bypass Corridor Plan planning area should be kept to a minimum due to their sensitivity and their importance in maintaining the character of the area and improving the valuation of property (commercial, industrial, and residential) of the area.

Soils

Soil is defined as a dynamic, natural body on the surface of the earth in which plants grow, composed of mineral and organic materials and living forms. Soil properties exert a strong influence on the manner in which man uses land. Soils are an irreplaceable resource, and mounting pressures upon land are constantly making this resource more and more valuable. The publication prepared by the Soil Conservation Service of the U.S. Department of Agriculture titled Soil Survey: Kenosha and Racine Counties, Wisconsin (Washington, D.C.: U.S. Government Printing Office, December 1970) indicates all of the various soils types found in the South STH 83 and South Bypass Corridor Plan planning area. Soil types in the South STH 83 and South Bypass Corridor Plan planning area are also indicated in the publication titled Soils of Southeastern Wisconsin (Waukesha, Wisconsin: SEWRPC, June 1966) and its subordinate 1" = 1000' soils inventory maps. Both of these area wide surveys identify locational, physical, and chemical properties of the South STH 83 and South Bypass Corridor Plan planning area's soils and interpret these properties with respect to land use and facilities planning as well as for vegetation purposes.

Within the South STH 83 and South Bypass Corridor Plan planning area, there are three soils associations identified using the U.S. Department of Agriculture's Soil Survey: Kenosha and Racine Counties, Wisconsin (Washington, D.C.: U.S. Government Printing Office, December 1970). These associations are the Fox-Casco; the Hebron-Montgomery-Aztalan; and the Houghton-Palms.

The Fox-Casco association is characterized by well-drained soils that have a clay loam and silty clay loam subsoil. It is moderately deep to shallow over sand and gravel on stream terraces.

The Hebron-Montgomery-Aztalan association is characterized by well-drained to poorly drained soils that have a loam to silty clay subsoil. It is underlain by clayey to loamy lacustrine (that is, material deposited in lake water and later exposed by the lowering of the water level or the elevation of the land) and outwash material on hills, knobs, and lake plains.

The Houghton-Palms association is characterized by very poorly drained organic soils found in basins and depressions.

Steep Slopes

Slope is defined as the degree of deviation of a surface from the horizontal, usually expressed in percent or degrees. Slope, to a considerable extent, determines the land uses practicable on a given parcel of land. Slope is directly related to water runoff, slope stability, and erosion hazards and, therefore, the type and extent of land uses should be carefully adjusted to the slope of the land. In general, slopes of ten percent or more are unsuitable for development and most agricultural uses; these slopes should be maintained as essentially natural, open areas for wildlife habitats and erosion control. Lands with less severe slopes may be suitable for certain open space uses, such as pasture lands, and for certain development, such as carefully designed low-density residential areas. Lands which are gently sloping or nearly level are, typically, best suited for commercial, industrial, and/or residential development.

For detailed site and land planning purposes, all slopes should be determined from on-site topographic surveys prepared and graphically shown with no greater than a two-foot contour interval. Detailed topographic maps are available through Racine County for the South STH 83 and South Bypass Corridor Plan planning area. Thus, the precise determination of slope on any individual parcel of land can be easily and precisely determined. For the purposes of the South STH 83 and South Bypass Corridor Plan, no land area in the South STH 83 and South Bypass Corridor Plan planning area is considered a steep slope unless the steep slope area has at least a 10-foot vertical drop and has a minimum area of 5,000 square feet. In general, steep slope areas in the South STH 83 and South Bypass Corridor Plan planning area are found throughout the northern portion of the planning area. Those areas identified on Map 2 as "Prominent Visual Landmarks" are also areas which exhibit steep slope characteristics (that is, slopes in excess of 10 percent).

Barriers and Edges

The planning area has several important barriers, or edges, which will assist in both framing and limiting growth and development in the South STH 83 and South Bypass Corridor Plan planning area (see Map 2). These barriers and/or edges include:

- The Fox River located on the east side of STH 83 and which forms the eastern edge of the planning area. The Fox River poses a constraint for both vehicular and pedestrian traffic to cross.
- The existing STH 83 right-of-way which extends in a general northwest/southeast direction. This right-of-way poses a constraint for both vehicular and pedestrian traffic to cross.
- The existing, approximately 100-foot wide, Soo Line Railroad right-of-way located on the east side of STH 83 and the east side of the planning area.
- The existing, approximately 100-foot wide, C.M.S.T.P. & P. Railroad right-of-way located on the northern boundary of the planning area.

-
- The SEWRPC-delineated primary and secondary environmental corridors which extend throughout the planning area (these are also inclusive of the Fox River and Spring Brook).
 - To a lesser extent than the barriers listed above, McHenry Street (CTH P) and Yahnke Road.

Although not constructed at the time of the preparation of the South STH 83 and South Bypass Corridor Plan, the Wisconsin Department of Transportation planned STH 83 bypass right-of-way (see Map 2) will traverse the planning area in an east/west direction and will also (when constructed) form a significant man-made barrier or edge.

View Corridors and Landmarks

Important and critical view corridors are also graphically identified on Map 2. These view corridors include STH 83, McHenry Street (CTH P), and the Wisconsin Department of Transportation planned STH 83 bypass right-of-way. The STH 83 corridor is a primary entrance to the City of Burlington from the south and is planned to become a significant economic area important, through its continued industrial development, to the overall economy of both the City and surrounding area. This view corridor fosters significant public view of the development activity--good or bad--which takes place in the planning area. The McHenry Street (CTH P) view corridor is also important since it affords another major entrance to the City from the south. The Wisconsin Department of Transportation planned STH 83 bypass right-of-way (see Map 2) will also (when constructed) be a significant view corridor.

It will be necessary to protect the value of the adjacent land areas to each of these visual corridors from potential destabilizing factors. Therefore, along these view corridors it will be important to maximize landscaping, setbacks, bufferyards, etc. in order to preserve (to the extent practicable) the visual character of the area and the public image of the City of Burlington and surrounding environs. Landscaped bufferyards and increased setbacks are also important to accommodate transitions between heavily traveled roads and various types of land uses as well as serving as transitional areas between abutting land uses of differing intensities.

The planning area has several significant natural visual landmarks, or hills, due to their elevated topography (see Map 2). These elevated landmarks provide for much of the unique identity of the planning area and are visually prominent from the surrounding areas. The importance of these landmarks to the identity of the area should be effectively addressed and not diminished by the development which takes place in the area.

The existing water tower located on the west end of Dunford Drive on the east side of the Burlington Industrial Complex is a prominent man-made landmark.

Significant Intersections

Map 2 graphically identifies the location of significant highway and other significant existing street intersections. For planning purposes it is important to consider these intersections relative to the location of various planned land uses, planned street locations, and potential vehicular access points. Within the planning area, there are four significant highway intersections--the intersection of the existing STH 83 with the planned east/west bypass; the intersection of McHenry Street (CTH P) with the planned east/west bypass; the intersection of the planned east/west bypass with the planned street linkage to Yahnke Road; and the intersection of McHenry Street (CTH P) with Yahnke Road.

Other Issues and Factors

Some other planning issues and limitations include the following:

- SEWRPC's Planning Report No. 42 titled A Regional Natural Areas and Critical Species Habitat Protection and Management Plan for Southeastern Wisconsin dated September 1997 indicates that an area (known as the Burlington Crevasse Filling) located about 2,200 feet south of the intersection of Yahnke Road with STH 83 and on the east side of STH 83 is a "critical species habitat" which, under SEWRPC's plan, is currently not under protective ownership and the entire site is to be acquired by a private conservancy organization. A "critical species habitat" is a tract of land or water which supports Federally or State-listed rare, threatened, and/or endangered plant or animal species as defined by Federal or State agencies. These habitats include the abiotic and biotic factors necessary for the long-term support of the critical species population.
- Existing small lots located on the east side of McHenry Street (CTH P) which pose difficulty for accommodating large-scale nonresidential uses unless the lots are combined into larger parcels of land. These small lots can also affect the placement of new public streets in the planning area (see Map 2).
- Existing small scattered residential areas, particularly along Yahnke Road, which pose the possibility of conflicting land uses with the future nonresidential uses contemplated for the planning area (see Map 2).
- Existing lots of record which do not front along a public street right-of-way (see Map 2).
- Land located between the existing Soo Line Railroad right-of-way and the Fox River will be difficult to develop due to vehicular access limitations imposed by the railroad right-of-way (see Map 2).

PLAN DEVELOPMENT

General

The "Concept Plan" prepared for the South STH 83 and South Bypass Corridor Plan planning area is graphically shown on Map 3. The "Concept Plan" (Map 3) sets forth the general types, locations, and extent of various land uses which could be accommodated in the planning area. Approaches to land uses, natural resource feature preservation, visual impact areas, vehicular access, circulation and linkages to other uses, the existing highway and street rights-of-way, potential public street rights-of-way, the planned arterial bypass location and alignment, and property boundaries are addressed by the "Concept Plan." In February 2001, during the development of the "Concept Plan," the initial boundary of the South STH 83 and South Bypass Corridor Plan planning area (Map 1) was slightly expanded by the City Plan Commission to also address planned land uses in the NE 1/4 of the NE 1/4 of Section 7 and the NE 1/4 of Section 8 of Town 2 North, Range 19 East, Town of Burlington, Racine County, Wisconsin (see Map 3).

MAP 3

CONCEPT PLAN FOR THE
SOUTH STH 83 AND SOUTH BYPASS CORRIDOR PLAN PLANNING AREA

Source: Meehan & Company, Inc.

Planned Land Uses of the "Concept Plan"

Map 3 graphically illustrates the planned land uses for the "Concept Plan" South STH 83 and South Bypass Corridor Plan planning area. As can be noted from Map 3, the "Concept Plan" indicates that the planning area is divided into 25 subareas--each subarea with a general type of land use indicated.

The salient characteristics of each of the 25 subareas of the "Concept Plan" are summarized in Table 1.

The following definitions will assist in the understanding of the various residential and nonresidential design criteria and terms set forth in Table 1. The terms are defined as follows:

- Open Space. Any site, parcel, area, or outlot of land or water essentially unimproved and set aside, dedicated, designated, or reserved for the public or private use or enjoyment or for the use and enjoyment of owners and occupants of land adjoining or neighboring such open space. Land that is to be used primarily for resource protection, agriculture, recreational purposes, planned stormwater detention/retention areas, or otherwise left undisturbed and specifically excluding road rights-of-way and buildable lots. Open space land would not be occupied by nonrecreational buildings, roads, drives, public rights-of-way, or off-street parking areas for nonrecreational uses. Land located within the yards (i.e. front, side, rear yards) of residential and/or nonresidential properties is not considered open space unless it is deed restricted in perpetuity for open space protection or natural resource features protection. Where lots are above the minimum lot size required and the excess lot area is deed restricted in perpetuity to open space uses, those areas which are deed restricted may be counted towards the minimum required open space.
- Open Space Ratio (OSR). In residential developments, the number derived by dividing the open space of the site by the base site area. When applied to natural resource protection, the open space ratio shall include the natural resource feature(s) to be protected. Minimum requirements for open space ratios are set forth for the various zoning district types in Table 2.
- Landscape Surface Ratio (LSR). On nonresidential lots, the minimum proportion of a site which must be devoted to natural, undisturbed and/or vegetated/revegetated areas, and can include planned stormwater detention/retention ponds. Such areas do not include areas which are paved or upon which buildings are located.

Table 1						
CONCEPT PLAN FOR THE SOUTH STH 83 AND SOUTH BYPASS CORRIDOR PLAN PLANNING AREA						
Subarea Identi- fication Number (see Map 3)	Characteristics of Subareas					
	General Description of Planned Land Uses and/or Circulation	Minimum Landscape Surface Ratios (LSR) or Open Space Ratio (OSR) Required	Landscaped Bufferyards	Planned Vehicular Access Limitations to Abutting Public Street	Potential Zoning District(s) to be Used to Implement Plan	Other Comments
1	<ul style="list-style-type: none"> ● The land uses planned for this area are a continuation of industrial uses. 	<ul style="list-style-type: none"> ● 20% LSR 	<ul style="list-style-type: none"> ● Along McHenry Street (CTH P) and as required by the City Zoning Ordinance. 	<ul style="list-style-type: none"> ● Yes, along McHenry Street (CTH P) and along the planned arterial highway bypass right-of-way. 	<ul style="list-style-type: none"> ● M-2 General Manufacturing District 	<ul style="list-style-type: none"> ● Shared vehicular driveway access between neighboring parcels may be achieved if any future land divisions occur.
2	<ul style="list-style-type: none"> ● The existing quarry and extraction land area is planned to be restored for park or recreational uses pursuant to the requirements of an existing Conditional Use Permit. 	<ul style="list-style-type: none"> ● 50% LSR 	<ul style="list-style-type: none"> ● As required by the City Zoning Ordinance. 	<ul style="list-style-type: none"> ● Yes, along the planned arterial highway bypass right-of-way. 	<ul style="list-style-type: none"> ● P-1 Park District 	<ul style="list-style-type: none"> ● Property is controlled pursuant to the requirements of an existing Conditional Use Permit. Quarry restoration already planned for through existing Conditional Use Permit.

Table 1						
CONCEPT PLAN FOR THE SOUTH STH 83 AND SOUTH BYPASS CORRIDOR PLAN PLANNING AREA						
Subarea Identi- fication Number (see Map 3)	Characteristics of Subareas					
	General Description of Planned Land Uses and/or Circulation	Minimum Landscape Surface Ratios (LSR) or Open Space Ratio (OSR) Required	Landscaped Bufferyards	Planned Vehicular Access Limitations to Abutting Public Street	Potential Zoning District(s) to be Used to Implement Plan	Other Comments
3	<ul style="list-style-type: none"> ● The land uses planned for this area are industrial uses. ● A new public street is planned to serve the area and would extend in an east/west direction. 	● 20% LSR	● Along McHenry Street (CTH P) and as required by the City Zoning Ordinance.	● Yes, along McHenry Street (CTH P).	● M-1 Light Manufacturing District	● Planned minimum lot size of one (1) acre.
4	<ul style="list-style-type: none"> ● The land uses planned for this area are industrial uses. ● A new public street is planned to serve the area and would extend in a north/south direction. 	● 20% LSR	● Along the planned arterial highway bypass right-of-way and as required by the City Zoning Ordinance.	● Yes, along the planned arterial highway bypass right-of-way.	● M-1 Light Manufacturing District	● Planned minimum lot size of one (1) acre.

Table 1						
CONCEPT PLAN FOR THE SOUTH STH 83 AND SOUTH BYPASS CORRIDOR PLAN PLANNING AREA						
Subarea Identi- fication Number (see Map 3)	Characteristics of Subareas					
	General Description of Planned Land Uses and/or Circulation	Minimum Landscape Surface Ratios (LSR) or Open Space Ratio (OSR) Required	Landscaped Bufferyards	Planned Vehicular Access Limitations to Abutting Public Street	Potential Zoning District(s) to be Used to Implement Plan	Other Comments
5	<ul style="list-style-type: none"> ● Commercial retail sales, service, and office uses. ● A new public street is planned to serve the area and would extend in an east/west direction. 	● 25% LSR	● Along McHenry Street (CTH P), along the planned arterial highway bypass right-of-way (northern portion of area), and as required by the City Zoning Ordinance.	● Yes, along the planned arterial highway bypass right-of-way.	● B-1 Neighborhood Business District and/or B-3 Professional Office District.	● Existing lots may need to be combined in order to properly redevelop this area.
6	<ul style="list-style-type: none"> ● Commercial retail sales, service, office, and light industrial uses. 	● 25% LSR	● Along McHenry Street (CTH P), along the planned arterial highway bypass right-of-way (southern portion of area), and as required by the City Zoning Ordinance.	● Yes, along the planned arterial highway bypass right-of-way.	● B-1 Neighborhood Business District and/or B-3 Professional Office District and/or M-1 Light Manufacturing District	<ul style="list-style-type: none"> ● Existing lots may need to be combined in order to properly redevelop this area. ● Special stream protection measures may need to be taken for those areas near Spring Brook.
7	<ul style="list-style-type: none"> ● The land uses planned for this area are industrial uses. 	● 20% LSR	● As required by the City Zoning Ordinance.	● None.	● M-2 General Manufacturing District.	● Existing lots may need to be combined in order to properly redevelop this area.

Table 1						
CONCEPT PLAN FOR THE SOUTH STH 83 AND SOUTH BYPASS CORRIDOR PLAN PLANNING AREA						
Subarea Identi- fication Number (see Map 3)	Characteristics of Subareas					
	General Description of Planned Land Uses and/or Circulation	Minimum Landscape Surface Ratios (LSR) or Open Space Ratio (OSR) Required	Landscaped Bufferyards	Planned Vehicular Access Limitations to Abutting Public Street	Potential Zoning District(s) to be Used to Implement Plan	Other Comments
8	<ul style="list-style-type: none"> ● The land uses planned for this area are industrial park uses. ● A new public street is planned to serve the area and would extend in an northeast/southwest direction. 	<ul style="list-style-type: none"> ● 20% LSR 	<ul style="list-style-type: none"> ● Along the planned arterial highway bypass right-of-way and as required by the City Zoning Ordinance. 	<ul style="list-style-type: none"> ● Yes, along the planned arterial highway bypass right-of-way. 	<ul style="list-style-type: none"> ● M-1 Light Manufacturing District 	<ul style="list-style-type: none"> ● Existing primary environmental corridor areas to be preserved. ● Shared vehicular driveway access between neighboring parcels to be achieved. ● Special stream protection measures may need to be taken. ● Planned minimum lot size of one (1) acre.

Table 1						
CONCEPT PLAN FOR THE SOUTH STH 83 AND SOUTH BYPASS CORRIDOR PLAN PLANNING AREA						
Subarea Identi- fication Number (see Map 3)	Characteristics of Subareas					
	General Description of Planned Land Uses and/or Circulation	Minimum Landscape Surface Ratios (LSR) or Open Space Ratio (OSR) Required	Landscaped Bufferyards	Planned Vehicular Access Limitations to Abutting Public Street	Potential Zoning District(s) to be Used to Implement Plan	Other Comments
9	<ul style="list-style-type: none"> Commercial retail sales, service, and office uses. 	<ul style="list-style-type: none"> 25% LSR 	<ul style="list-style-type: none"> Along McHenry Street (CTH P), along the planned arterial highway bypass right-of-way (northern portion of area), and as required by the City Zoning Ordinance. 	<ul style="list-style-type: none"> Yes, along the planned arterial highway bypass right-of-way. 	<ul style="list-style-type: none"> B-1 Neighborhood Business District and/or B-3 Professional Office District. 	<ul style="list-style-type: none"> Existing lots may need to be combined in order to properly redevelop this area. Potential for this area to have a pedestrian linkage to the eastern abutting primary environmental corridor and Spring Brook. Special stream protection measures may need to be taken.
10	<ul style="list-style-type: none"> Low-density single-family residential uses. 	<ul style="list-style-type: none"> 0% OSR 	<ul style="list-style-type: none"> As required by the City Zoning Ordinance. 	<ul style="list-style-type: none"> None 	<ul style="list-style-type: none"> Rs-1 Single-Family Residential District. 	<ul style="list-style-type: none"> Primary environmental corridor to be preserved. Potential for this area to have a pedestrian linkage to the abutting primary environmental corridor. Net density not to exceed 3.1 dwelling units per net acre.

Table 1						
CONCEPT PLAN FOR THE SOUTH STH 83 AND SOUTH BYPASS CORRIDOR PLAN PLANNING AREA						
Subarea Identi- fication Number (see Map 3)	Characteristics of Subareas					
	General Description of Planned Land Uses and/or Circulation	Minimum Landscape Surface Ratios (LSR) or Open Space Ratio (OSR) Required	Landscaped Bufferyards	Planned Vehicular Access Limitations to Abutting Public Street	Potential Zoning District(s) to be Used to Implement Plan	Other Comments
11	<ul style="list-style-type: none"> ● Low-density single-family residential uses. 	<ul style="list-style-type: none"> ● 0% OSR 	<ul style="list-style-type: none"> ● Along the planned arterial highway bypass right-of-way and as required by the City Zoning Ordinance. 	<ul style="list-style-type: none"> ● Yes, along the planned arterial highway bypass right-of-way. 	<ul style="list-style-type: none"> ● Rs-1 Single-Family Residential District. 	<ul style="list-style-type: none"> ● Primary environmental corridor to be preserved. ● Potential for this area to have a pedestrian linkage to the abutting primary environmental corridor and Spring Brook. ● Special stream protection measures may need to be taken. ● Net density not to exceed 3.1 dwelling units per net acre.

Table 1						
CONCEPT PLAN FOR THE SOUTH STH 83 AND SOUTH BYPASS CORRIDOR PLAN PLANNING AREA						
Subarea Identi- fication Number (see Map 3)	Characteristics of Subareas					
	General Description of Planned Land Uses and/or Circulation	Minimum Landscape Surface Ratios (LSR) or Open Space Ratio (OSR) Required	Landscaped Bufferyards	Planned Vehicular Access Limitations to Abutting Public Street	Potential Zoning District(s) to be Used to Implement Plan	Other Comments
12	<ul style="list-style-type: none"> ● Medium-density single-family residential uses. 	<ul style="list-style-type: none"> ● 0% OSR 	<ul style="list-style-type: none"> ● Along the planned arterial highway bypass right-of-way and as required by the City Zoning Ordinance.. 	<ul style="list-style-type: none"> ● Yes, along the planned arterial highway bypass right-of-way. 	<ul style="list-style-type: none"> ● Rs-2 Single-Family Residential District. 	<ul style="list-style-type: none"> ● Primary environmental corridor to be preserved. ● Potential for this area to have a pedestrian linkage to the abutting primary environmental corridor ● Net density not to exceed 3.9 dwelling units per net acre.

Table 1						
CONCEPT PLAN FOR THE SOUTH STH 83 AND SOUTH BYPASS CORRIDOR PLAN PLANNING AREA						
Subarea Identi- fication Number (see Map 3)	Characteristics of Subareas					
	General Description of Planned Land Uses and/or Circulation	Minimum Landscape Surface Ratios (LSR) or Open Space Ratio (OSR) Required	Landscaped Bufferyards	Planned Vehicular Access Limitations to Abutting Public Street	Potential Zoning District(s) to be Used to Implement Plan	Other Comments
13	<ul style="list-style-type: none"> ● Low-density multiple-family residential uses. 	<ul style="list-style-type: none"> ● 40% OSR 	<ul style="list-style-type: none"> ● Along the boundary with the abutting non-residential uses and as required by the City Zoning Ordinance. 	<ul style="list-style-type: none"> ● Yes, along the planned arterial highway bypass right-of-way. ● Access may be provided through a future public right-of-way linkage to Pine Street (STH 83). 	<ul style="list-style-type: none"> ● Rd-2 Two-Family Residence District 	<ul style="list-style-type: none"> ● Primary environmental corridor to be preserved. ● Potential for this area to have a pedestrian linkage to the abutting primary environmental corridor and Spring Brook. ● Special stream protection measures may need to be taken. ● Net density not to exceed 7.9 dwelling units per net acre.

Table 1						
CONCEPT PLAN FOR THE SOUTH STH 83 AND SOUTH BYPASS CORRIDOR PLAN PLANNING AREA						
Subarea Identi- fication Number (see Map 3)	Characteristics of Subareas					
	General Description of Planned Land Uses and/or Circulation	Minimum Landscape Surface Ratios (LSR) or Open Space Ratio (OSR) Required	Landscaped Bufferyards	Planned Vehicular Access Limitations to Abutting Public Street	Potential Zoning District(s) to be Used to Implement Plan	Other Comments
14	<ul style="list-style-type: none"> ● Elderly housing uses. 	<ul style="list-style-type: none"> ● 40% OSR 	<ul style="list-style-type: none"> ● Along the Pine Street (STH 83) right-of-way and as required by the City Zoning Ordinance. 	<ul style="list-style-type: none"> ● Yes, along the Pine Street (STH 83) right-of-way. 	<ul style="list-style-type: none"> ● Rm-1 Multiple-Family Residence District. 	<ul style="list-style-type: none"> ● Primary environmental corridor to be preserved. ● Potential for this area to have a pedestrian linkage to the abutting primary environmental corridor and Spring Brook. ● Special stream protection measures may need to be taken. ● Housing for the elderly not to exceed 22 dwelling units per net acre.

Table 1						
CONCEPT PLAN FOR THE SOUTH STH 83 AND SOUTH BYPASS CORRIDOR PLAN PLANNING AREA						
Subarea Identi- fication Number (see Map 3)	Characteristics of Subareas					
	General Description of Planned Land Uses and/or Circulation	Minimum Landscape Surface Ratios (LSR) or Open Space Ratio (OSR) Required	Landscaped Bufferyards	Planned Vehicular Access Limitations to Abutting Public Street	Potential Zoning District(s) to be Used to Implement Plan	Other Comments
15	<ul style="list-style-type: none"> ● Low-density multiple-family residential uses. 	<ul style="list-style-type: none"> ● 40% OSR 	<ul style="list-style-type: none"> ● Along the Pine Street (STH 83) right-of-way. ● When abutting single-family residential uses. ● As required by the City Zoning Ordinance. 	<ul style="list-style-type: none"> ● Yes, along the Pine Street (STH 83) right-of-way. 	<ul style="list-style-type: none"> ● Rm-3 Low Density Multiple-Family Residential District. 	<ul style="list-style-type: none"> ● Primary environmental corridor to be preserved. ● Existing lots may need to be combined in order to properly redevelop this area. ● Special stream protection measures may need to be taken. ● Net density not to exceed 8 dwelling units per net acre.
16	<ul style="list-style-type: none"> ● The land use planned for this area is a City of Burlington sewage treatment plant (an institutional use). 	<ul style="list-style-type: none"> ● 20% LSR 	<ul style="list-style-type: none"> ● As required by the City Zoning Ordinance. 	<ul style="list-style-type: none"> ● None. 	<ul style="list-style-type: none"> ● I-1 Institutional District. 	<ul style="list-style-type: none"> ● None.

Table 1						
CONCEPT PLAN FOR THE SOUTH STH 83 AND SOUTH BYPASS CORRIDOR PLAN PLANNING AREA						
Subarea Identi- fication Number (see Map 3)	Characteristics of Subareas					
	General Description of Planned Land Uses and/or Circulation	Minimum Landscape Surface Ratios (LSR) or Open Space Ratio (OSR) Required	Landscaped Bufferyards	Planned Vehicular Access Limitations to Abutting Public Street	Potential Zoning District(s) to be Used to Implement Plan	Other Comments
17	<ul style="list-style-type: none"> ● Comm- ercial, retail sales, service, and office uses. 	<ul style="list-style-type: none"> ● 25% LSR 	<ul style="list-style-type: none"> ● Along Pine Street (STH 83) when adequate individual site and lot area permit and as required by the City Zoning Ordinance. 	<ul style="list-style-type: none"> ● Yes, along the Pine Street (STH 83) right-of- way. 	<ul style="list-style-type: none"> ● B-1 Neighbor- hood Business District. 	<ul style="list-style-type: none"> ● Existing lots may need to be combined in order to properly redevelop this area.
18	<ul style="list-style-type: none"> ● Comm- ercial retail and institutional uses. 	<ul style="list-style-type: none"> ● 25% OSR 	<ul style="list-style-type: none"> ● Along the planned arterial highway bypass right-of-way and as required by the City Zoning Ordinance. 	<ul style="list-style-type: none"> ● Yes, along the planned arterial highway bypass right-of- way. 	<ul style="list-style-type: none"> ● B-1 Neighbor- hood Business District and/or I-1 Institutional District. 	<ul style="list-style-type: none"> ● Primary environmental corridor to be preserved.
19	<ul style="list-style-type: none"> ● The land uses planned for this area are industrial uses. 	<ul style="list-style-type: none"> ● 20% LSR 	<ul style="list-style-type: none"> ● Along Pine Street (STH 83) and as required by the City Zoning Ordinance. 	<ul style="list-style-type: none"> ● Yes, along the Pine Street (STH 83) right-of- way. 	<ul style="list-style-type: none"> ● M-1 Light Manufac- turing District. 	<ul style="list-style-type: none"> ● Primary environmental corridor areas are to be preserved. ● Special stream protection measures may need to be taken. ● Planned minimum lot size of one (1) acre.

Table 1						
CONCEPT PLAN FOR THE SOUTH STH 83 AND SOUTH BYPASS CORRIDOR PLAN PLANNING AREA						
Subarea Identi- fication Number (see Map 3)	Characteristics of Subareas					
	General Description of Planned Land Uses and/or Circulation	Minimum Landscape Surface Ratios (LSR) or Open Space Ratio (OSR) Required	Landscaped Bufferyards	Planned Vehicular Access Limitations to Abutting Public Street	Potential Zoning District(s) to be Used to Implement Plan	Other Comments
20	<ul style="list-style-type: none"> ● The land use planned for this area is the City of Burlington's sewage treatment plant (an institutional use). 	<ul style="list-style-type: none"> ● 0% LSR 	<ul style="list-style-type: none"> ● Along Pine Street (STH 83) and as required by the City Zoning Ordinance.. 	<ul style="list-style-type: none"> ● Yes, along the Pine Street (STH 83) right-of-way. 	<ul style="list-style-type: none"> ● I-1 Institutional District. 	<ul style="list-style-type: none"> ● Primary environmental corridor areas are to be preserved. ● Adequate area is to be provided to comfortably serve the current and future expansion needs of the City of Burlington's sewage treatment plant.

Table 1						
CONCEPT PLAN FOR THE SOUTH STH 83 AND SOUTH BYPASS CORRIDOR PLAN PLANNING AREA						
Subarea Identi- fication Number (see Map 3)	Characteristics of Subareas					
	General Description of Planned Land Uses and/or Circulation	Minimum Landscape Surface Ratios (LSR) or Open Space Ratio (OSR) Required	Landscaped Bufferyards	Planned Vehicular Access Limitations to Abutting Public Street	Potential Zoning District(s) to be Used to Implement Plan	Other Comments
21	<ul style="list-style-type: none"> ● The land uses planned for this area are passive recreational uses which are compatible with the preservation of the various natural resource features of the area. ● An east/west oriented public street right-of-way extending in an westerly direction from Pine Street (STH 83) is planned on its northern side. The street extends westerly to Yahnke Road. 	<ul style="list-style-type: none"> ● 70% LSR 	<ul style="list-style-type: none"> ● Along Pine Street (STH 83) and as required by the City Zoning Ordinance. 	<ul style="list-style-type: none"> ● Yes, along the Pine Street (STH 83) right-of-way. 	<ul style="list-style-type: none"> ● P-1 Park District. 	<ul style="list-style-type: none"> ● Primary environmental corridor areas are to be preserved. ● Potential for this area to have a pedestrian linkage to the abutting industrial and business park use areas.

Table 1						
CONCEPT PLAN FOR THE SOUTH STH 83 AND SOUTH BYPASS CORRIDOR PLAN PLANNING AREA						
Subarea Identi- fication Number (see Map 3)	Characteristics of Subareas					
	General Description of Planned Land Uses and/or Circulation	Minimum Landscape Surface Ratios (LSR) or Open Space Ratio (OSR) Required	Landscaped Bufferyards	Planned Vehicular Access Limitations to Abutting Public Street	Potential Zoning District(s) to be Used to Implement Plan	Other Comments
22	<ul style="list-style-type: none"> ● The land uses planned for this area are industrial and business park uses. ● Several new public streets are planned to serve the area on both the east and west sides of Pine Street (STH 83). 	<ul style="list-style-type: none"> ● 30% LSR 	<ul style="list-style-type: none"> ● Along Pine Street (STH 83) and as required by the City Zoning Ordinance. 	<ul style="list-style-type: none"> ● Yes, along the Pine Street (STH 83) right-of-way. ● Uses on both sides of Pine Street (STH 83) planned to be served by an internal public street system. 	<ul style="list-style-type: none"> ● <u>East Side of STH 83</u>: M-1 Light Manufacturing District and/or M-3 Manufacturing and Office Park District. ● <u>West Side of STH 83</u>: M-3 Manufacturing and Office Park District. 	<ul style="list-style-type: none"> ● Existing primary and secondary environmental corridor areas and isolated natural areas to be preserved. ● Shared vehicular driveway access between neighboring parcels to be achieved. ● Potential for this area to have a pedestrian linkage to the abutting environmental areas and to the Fox River. ● Special stream protection measures may need to be taken. ● <u>East Side of STH 83</u>: Planned minimum lot size of one (1) acre. ● <u>West Side of STH 83</u>: Planned minimum lot size of one (1) to three (3) acres.

Table 1						
CONCEPT PLAN FOR THE SOUTH STH 83 AND SOUTH BYPASS CORRIDOR PLAN PLANNING AREA						
Subarea Identi- fication Number (see Map 3)	Characteristics of Subareas					
	General Description of Planned Land Uses and/or Circulation	Minimum Landscape Surface Ratios (LSR) or Open Space Ratio (OSR) Required	Landscaped Bufferyards	Planned Vehicular Access Limitations to Abutting Public Street	Potential Zoning District(s) to be Used to Implement Plan	Other Comments
23	<ul style="list-style-type: none"> ● Office park uses. ● A new public collector street is planned to serve the area extending in an east/west direction and linking Yahnke Road on the west with Pine Street (STH 83). 	<ul style="list-style-type: none"> ● 30% LSR 	<ul style="list-style-type: none"> ● Along its boundary with Subarea 24 on the west and as required by the City Zoning Ordinance. 	<ul style="list-style-type: none"> ● None. 	<ul style="list-style-type: none"> ● B-3 Professional Office District. 	<ul style="list-style-type: none"> ● Existing primary and secondary environmental corridor areas and isolated natural areas to be preserved. ● Potential for this area to have a pedestrian linkage to the abutting environmental corridors and isolated natural areas. ● Planned minimum lot size of one (1) acre.

Table 1						
CONCEPT PLAN FOR THE SOUTH STH 83 AND SOUTH BYPASS CORRIDOR PLAN PLANNING AREA						
Subarea Identi- fication Number (see Map 3)	Characteristics of Subareas					
	General Description of Planned Land Uses and/or Circulation	Minimum Landscape Surface Ratios (LSR) or Open Space Ratio (OSR) Required	Landscaped Bufferyards	Planned Vehicular Access Limitations to Abutting Public Street	Potential Zoning District(s) to be Used to Implement Plan	Other Comments
24	<ul style="list-style-type: none"> ● Low-density single-family, two-family, or multiple-family residential uses. ● A new public collector street is planned to serve the area extending in an east/west direction and linking Yahnke Road on the west with Pine Street (STH 83). 	<ul style="list-style-type: none"> ● As required by the City Zoning Ordinance. 	<ul style="list-style-type: none"> ● As required by the City Zoning Ordinance. 	<ul style="list-style-type: none"> ● None. 	<ul style="list-style-type: none"> ● Rs-1 Single-Family Residential District. ● Rd-2 Two Family Residence District. ● Rm-3 Low Density Multiple-Family Residential District. 	<ul style="list-style-type: none"> ● Primary environmental corridor to be preserved. ● Potential for this area to have a pedestrian linkage to the abutting primary environmental corridor. ● Net density dependent upon the implementing zoning district used. ● Cluster and open space development techniques may be used.

Table 1						
CONCEPT PLAN FOR THE SOUTH STH 83 AND SOUTH BYPASS CORRIDOR PLAN PLANNING AREA						
Subarea Identi- fication Number (see Map 3)	Characteristics of Subareas					
	General Description of Planned Land Uses and/or Circulation	Minimum Landscape Surface Ratios (LSR) or Open Space Ratio (OSR) Required	Landscaped Bufferyards	Planned Vehicular Access Limitations to Abutting Public Street	Potential Zoning District(s) to be Used to Implement Plan	Other Comments
25	<ul style="list-style-type: none"> ● The existing and phased quarry and extraction land areas are planned to be restored for low-density single-family residential uses pursuant to the requirements of an existing Conditional Use Permit. 	<ul style="list-style-type: none"> ● 0% OSR 	<ul style="list-style-type: none"> ● As required by the City Zoning Ordinance. 	<ul style="list-style-type: none"> ● None. 	<ul style="list-style-type: none"> ● Rs-1 Single-Family Residential District. 	<ul style="list-style-type: none"> ● Property is controlled pursuant to the requirements of an existing Conditional Use Permit. Quarry restoration already planned for through existing Conditional Use Permit. ● Remaining primary environmental corridor to be preserved. ● Potential for this area to have a pedestrian linkage to the abutting remaining primary environmental corridor. ● Gross density not to exceed 0.2 dwelling units per gross acre. ● Minimum residential lot size of 40,000 square feet

Natural Resource Features Preservation

The health, safety, and welfare of the City and surrounding environs are, in part, dependent upon the preservation of its natural resources. Sound planning practice requires that the various natural resources of the City and surrounding environs should be held in high regard. Therefore, special emphasis must be given to the preservation of the City's and surrounding environs' natural resources, since these resources play an important role in defining the City of Burlington and its surrounding environs as a unique community.

In order to form a rational approach to addressing these issues, resources should be distinguished between different resource categories and components of the resource base (i.e., floodplains, woodlands, and other features). Most crucial of all is an understanding of the various interrelated aspects of the environment. Since each resource element, or environmental unit, is a component of one or more environmental systems, the protection of each resource feature and its function within that system is important.

The public role to be played in environmental resource protection logically follows from the essentially public character and impact of these resources. This public character and impact, coupled with the fact that the private market often does not adequately consider the protection of these resources, compels the government--in this case, the City of Burlington--to use its police powers to better guide the location, extent, and intensity of development in order to protect the environment insofar as public health, safety, and welfare are concerned.

Obviously, natural resources, or environmental limitations such as floodplains or wetlands, are constraints on development in the City and surrounding environs as a whole as well as on specific sites. Since all sites are unique, the presence of these features may dramatically alter the development potential of certain sites within the City and surrounding environs. It must be understood that the emphasis relating to land development should be placed on working with the environment and avoiding construction in unsuitable areas.

Natural resource protection standards, such as those set forth in this Plan, when implemented, will assist in enabling the City to make environmentally sensitive decisions when reviewing development proposals. Such decisions should result in developments which are both consistent with the standards advanced as well as rational from a resource protection standpoint.

The Concept of Natural Resource Features Protection Standards

The natural resource protection standard concept is used as the basis for the minimum standards presented in this Plan for the protection of the following resources: water bodies including lakes and ponds (based upon size factors); streams; floodlands and floodplains (including 100-year recurrence interval floodplains and floodways which are already protected under the City of Burlington Zoning Ordinance); wetlands; and woodland and forest areas. These are the natural resource features which are closely associated with the maintenance of the public health, safety, and welfare of the City of Burlington and surrounding environs and which provide the community important benefits which are oftentimes ignored by the private market.

The natural resource protection standard, as used in this Plan, measures the proportion of the natural features of a site (excluding land occupied by public street rights-of-way), which will remain undeveloped and protected and is specifically designated for natural resource protection. The natural resource protection standards set forth in this Plan establish specific numerical levels (or standards) at which the natural resource feature should operate in the South STH 83 and South Bypass Corridor Plan planning area. Any development of the land must be done in such a way so that the natural resource continues to function at this minimum level. Natural resource features protection through this method

is intended to benefit the City and surrounding environs as a whole by protecting the natural resource base features, providing (in some instances) passive, privately-owned recreational and open space areas, and by setting forth, or maintaining, the intrinsic natural character of an area. The use of natural resource protection standards does not require the designation of construction techniques or even specific site planning but rather allows the developer to choose his own system of providing for the continuation of the natural resource feature within the parameters of the minimum protection level specified by the natural resource protection standard.

The use of natural resource protection standards as a planning tool represents a sound land use planning approach towards the protection of an area's dwindling natural resource base. Such natural resource loss is typically caused by resource destruction due to growth and development.

Natural resource protection standards must be carefully constructed in order to ensure that the standards and resulting regulations are fair relative to both the community's and landowner's interests in order to avoid the "taking" of property or property rights. Balancing mechanisms within the regulatory process can be used--such as the on-site or off-site mitigation of some natural resource features--in order to reduce negative impacts to both the community and the landowner.

Resource protection needs to be accomplished while, at the same time, protecting private property rights.

The intent of natural resource protection standards is to allow for the reasonable development of property (located in areas where development is planned to occur) while still preserving those natural resource features which are important to the City. In this respect, the natural resource protection standard can be defined--by providing a method for determining the amount of a resource to be protected--by the following simple equation as it relates to a single natural resource element:

$$\begin{array}{c} \text{Natural Resource Protection Standard} \\ \times \\ \text{Acres of Land In Resource} \\ = \\ \text{Amount of Resource to be Protected} \end{array}$$

An example of how this equation would work, for instance, for the protection of mature woodlands on a site 80 acres in size with 25 acres of such mature woodland areas is shown below. Under this scenario, it is assumed (as a local public policy) that the mature woodlands would be protected under a natural resource protection standard of 0.70.

Where,

$$\begin{array}{lcl} \text{Natural Resource Protection Standard} & = & 0.70 \\ \text{Acres of Land in Resource} & & = 25.0 \end{array}$$

Then,

$$0.70 \times 25.0 = 17.5$$

Therefore, based upon the above equation, 17.5 acres of the mature woodlands would have to be protected.

In situations where more than one natural resource element is present on the same area of land (i.e., areas where various natural resource features actually overlap), only the most restrictive natural resource protection standard is used for the purposes of protecting all of the affected resource features in the overlapping area. This occurs in the City often, particularly in the case of wooded wetland areas (such as those found in the South STH 83 and South Bypass Corridor planning area) and wetlands which may be located within a 100-year floodplain.

This Plan's intended implementing regulations set specific definitions and levels of open space required to protect the City of Burlington and surrounding environs' natural resource features. In addition, such open space areas need not be under public ownership. Areas can be under private ownership as either a part of the individual lot or as an outlot under the ownership of a subdivision homeowners' association. Thus, the open space lands would remain on the City's tax rolls.

Table 2 indicates the City of Burlington's planned natural resource protection standards for the South STH 83 and South Bypass Corridor planning area.

Table 2

NATURAL RESOURCE PROTECTION STANDARDS

NATURAL RESOURCE FEATURE	ZONING DISTRICT TYPE			
	Residential Zoning Districts		Nonresidential Zoning Districts	
	Protection Standard	Mitigation Permitted	Protection Standard	Mitigation Permitted
Woodlands & Forests	70%	Yes	60%	Yes
Lakes & Ponds	100%	No	100%	No
Streams	100%	Yes	100%	Yes
Floodplains/ Floodways/ Floodlands (a)	100%	Yes	100%	Yes
Wetlands (a)	100%	Yes	100%	Yes

(a) As regulated by the City of Burlington Zoning Ordinance and various County, State, and Federal regulations.

ZONING AND THE COMPREHENSIVE ZONING PLAN FOR PLAN IMPLEMENTATION

It is the City's intent that the City's zoning ordinance and its attendant zoning district classifications be one of the several primary implementing tools of the South STH 83 and South Bypass Corridor Plan. A zoning ordinance is a legal means for both guiding and controlling development within the City limits, so that an orderly and desirable pattern of land use can be achieved which conforms to the City Master (Comprehensive) Plan and its elements. It contains provisions for regulating the use of property, the size of lots, the intensity of development, the provision of open space, and the protection of natural resources. Table 1 indicates for each Subarea of the South STH 83 and South Bypass Corridor Plan (see Map 3) the potential zoning district(s) to be used to implement the Corridor Plan.

Following the adoption of this Plan by the City, the City Plan Commission can recommend to the Common Council to make appropriate amendments to the City's Zoning Map as development proposals from landowners in the South STH 83 and South Bypass Corridor Plan planning area are proposed in order to bring the Zoning Map into conformance with the concepts and proposals advanced by this Plan. In making any amendments to the City zoning map portion of the Zoning Ordinance, however, it is cautioned that no "over zoning" be done. In this regard, it is the policy of the City not to zone land for more than about five years of additional planned growth. All rezoning applications in City portions of the South STH 83 and South Bypass Corridor Plan area should be carefully reviewed relative to the Plan for the area.

Subsequent petitions for zoning boundary amendments to the zoning map of the City's Zoning Ordinance should be accompanied by a statement of the proposed zoning change, its compatibility with the Plan, and the conditions warranting a zoning change. Rezoning should be consistent with the Plan.

Similarities between planned land uses and the Plan implementing zoning districts are intended to assure consistency between the Plan and its implementing City of Burlington zoning regulations. Without a significant level of consistency between the City of Burlington's Plan and its implementing zoning districts, it will be very difficult for the City Plan Commission to adequately use the Plan to its full power.

Zoning districts which specifically deal with natural resource features (i.e., specific floodplain, wetland, conservancy, etc.) are not specified under the natural resource protection standards approach used by this Plan. The protection of natural resources is intended to be accomplished through the use of the existing City floodplain and shoreland-wetland zoning regulations set forth in the City of Burlington Municipal Code and through the use of natural resource protection standards in both this City master (comprehensive) plan element and through site plan review.

Residential Zoning Districts for Plan Implementation

Terms and Definitions

The following definitions for terms used will assist in the understanding of the various residential land zoning district design criteria. The terms are defined as follows:

- Minimum Lot Size. The smallest lot size allowed.
- Maximum Gross Density (GD). The value used to determine the maximum number of dwelling units that may be placed on the overall acreage of a site including land required for public street rights-of-way and other open space. Gross density is also based upon the natural resource protection lands (and associated limitations) which are a part of the overall site.
- Maximum Net Density (ND). The value used to determine the maximum number of permitted dwelling units physically located within the buildable portion of the site. This excludes any required open space areas or areas to be preserved for natural resource protection land (conservancy lands including lakes, ponds and streams; 100-year recurrence interval floodplains and floodways; wetlands; and forest or woodland areas).
- Open Space. As stated earlier in this Plan, "Open Space" is any site, parcel, area, or outlot of land or water essentially unimproved and set aside, dedicated, designated, or reserved for the public or private use or enjoyment or for the use and enjoyment of owners and occupants of land adjoining or neighboring such

open space. Land that is to be used primarily for resource protection, agriculture, recreational purposes, planned stormwater detention/retention areas, or otherwise left undisturbed and specifically excluding road rights-of-way and buildable lots. Open space land would not be occupied by nonrecreational buildings, roads, drives, public rights-of-way, or off-street parking areas for nonrecreational uses. Land located within the yards (i.e. front, side, rear yards) of residential and/or nonresidential properties is not considered open space unless it is deed restricted in perpetuity for open space protection or natural resource features protection. Where lots are above the minimum lot size required and the excess lot area is deed restricted in perpetuity to open space uses, those areas which are deed restricted may be counted towards the minimum required open space.

- Open Space Ratio (OSR). The number derived by dividing the open space of the site by the base site area. When applied to natural resource protection, the open space ratio shall include the natural resource feature(s) to be protected. Minimum requirements for open space ratios are set forth for the various zoning district types in Table 2.

Residential Zoning Districts

As indicated in Table 1 presented earlier, the following existing residential zoning districts are intended to be used in the South STH 83 and South Bypass Corridor Plan planning area in order to implement the Plan:

- Rs-1 Single-Family Residence District (existing district)
- Rs-2 Single-Family Residence District (existing district)
- Rd-2 Two-Family Residence District (existing district)
- Rm-1 Multiple-Family Residential District (existing district)
- Rm-3 Low Density Multiple-Family Residential District (existing district)

Nonresidential Zoning Districts for Plan Implementation

Terms and Definitions

The following definitions for terms used will assist in the understanding of the various nonresidential zoning district design criteria. The terms are defined as follows:

- Landscape Surface Ratio (LSR). As indicated earlier in this Plan, the minimum proportion of a site which must be devoted to natural, undisturbed and/or vegetated/revegetated areas, and can include planned stormwater detention/retention ponds. Such areas do not include areas which are paved or upon which buildings are located.
- Minimum Lot Size. As indicated earlier in this Plan, the smallest permissible lot size allowed in the zoning district.

Nonresidential Zoning Districts

The following nonresidential zoning districts are intended to be used in the South STH 83 and South

Bypass Corridor Plan planning area in order to implement the Plan:

- B-1 Neighborhood Business District (existing district)
- B-3 Professional Office District (existing district)
- M-1 Light Manufacturing District (existing district)
- M-2 General Manufacturing District (existing district)
- M-3 Manufacturing and Office Park District (existing district)
- I-1 Institutional District (existing district)
- P-1 Park District (existing district)

PUBLIC INFORMATIONAL MEETINGS, HEARINGS, AND SOUTH STH 83 AND SOUTH BYPASS CORRIDOR PLAN ADOPTION

Wisconsin planning enabling legislation does not require local plan commissions to hold public hearings on proposed plans prior to adoption. It is, nevertheless, good planning practice to have active citizen participation throughout the plan preparation process. Public hearings and related public informational meetings are desirable to acquaint residents and landowners with the details of a plan and to solicit public reaction to plan proposals. A number of public Plan Commission meetings were held during 2000 and 2001 and a public hearing was held on _____ 2001, relating to the South STH 83 and South Bypass Corridor Plan. Public comment was welcomed and considered in the preparation of the South STH 83 and South Bypass Corridor Plan. The adopting resolutions for both Plan Commission and Common Council adoption of the South STH 83 and South Bypass Corridor Plan are set forth in Appendices A and B.

LAND DIVISION PLAT REVIEW

This Plan should serve as the basis for the review of land divisions in the South STH 83 and South Bypass Corridor Plan planning area including subdivision plats, certified survey maps, and condominium plats. Any proposed departures from this Plan should be carefully reviewed by the City Plan Commission following the various criteria for Plan amendment set forth in this Plan and should be made by the City Plan Commission only when it finds that such departures are in the public interest.

OFFICIAL MAPPING

State law allows the City of Burlington to use the provisions of Section 62.23(6) which provides that the Common Council may establish an "official map" for the precise identification of right-of-way lines and site boundaries of streets, highways, waterways, parkways, and the location and extent of railway rights-of-way, public transit facilities, parks, and playgrounds. Such a map has the force of law and is deemed to be final and conclusive with respect to the location and width of both existing and proposed streets, highways, waterways, and parkways and the location and extent of railway rights-of-way, public transit facilities, parks, and playgrounds.

The official map is a precise planning tool to implement public plans including detailed development plans, such as the "Site Layout Plan" for South STH 83 and South Bypass Corridor Plan planning area, described earlier. One of its basic purposes is to prohibit the construction of buildings or structures and their associated improvements on land that has been designated for future public use. The official map operates on a community-wide basis in advance of land development and can, thereby, effectively assure the integrated development of the street and highway system. Unlike subdivision control, which operates on a plat-by-plat or certified survey map basis, the official map can operate over the entire City in advance of development proposals.

The official map is a useful device for achieving public acceptance of long-range plans. It serves legal notice of the government's intention to all parties concerned well in advance of any actual improvements. It avoids the altogether too common situation of development being undertaken without knowledge or regard for long-range plans and can help avoid public resistance when Plan implementation becomes imminent.

The City of Burlington has such an official map. The existing adopted official map, however, does not currently extend into the South STH 83 and South Bypass Corridor Plan planning area. Therefore, it is recommended that the City prepare and adopt an amendment to the official map which addresses the various official map related aspects of the South STH 83 and South Bypass Corridor Plan planning area.

SOUTH STH 83 AND SOUTH BYPASS CORRIDOR PLAN AMENDMENT AND UPDATE

One of the most trite expressions used in planning is: "the plan is not cast in concrete." At one time, this phrase was intended to convey the message that a plan could be modified, if need be, to meet changing conditions or to correct errors. The phrase has now become the standard introduction for a handy catch-word to justify deviating, or simply ignoring, a community's plan or a community's plan element.

Changes in long-range planning documents, such as this Plan, are inevitable. This Plan is based on various types of data which, if faulty or outdated, could cause the need for reassessment of the Plan. Thus, this Plan needs a certain amount of flexibility to deal with unforeseen situations without requiring a Plan amendment.

If a plan needs frequent amending, residents and local officials will begin to think of a plan amendment as a normal "everyday" occurrence rather than an action which should be undertaken only after careful study. In addition, landowners and citizens may also lose faith in the plan itself and find their public trust in the plan greatly compromised. There are various strategies the City has adopted as an integral part of this Plan to minimize the number of amendments needed.

The following sets forth the ground rules for updating this Plan.

Types of Plan Changes

Basically, there are two types of plan changes--the periodic update and the correction. The periodic update is like "fine-tuning" a plan; that is, it adjusts the course of the plan according to changing conditions or new information. The correction is exactly what it sounds like. If a plan is based on faulty data, a correction may need to be made in the plan text or map that was based on the faulty data. All changes to this Plan or its component parts should be accomplished by formal Plan Commission resolutions.

Rationale and Justification for Plan Amendment

Adjustments to this Plan should be made as required by changing conditions. Consequently, one of the important tasks of Plan implementation is a periodic reevaluation of this Plan to ensure that it continues to properly reflect current conditions. It is recommended that general Plan reevaluation take place on at least an annual basis, or more frequently as changing conditions in the community may warrant. Since communities are dynamic rather than static places of human habitat, they continue to evolve and

change as long as they exist. This phenomena may become considerably recognizable if sanitary sewer becomes available in the planning area or a major development is proposed which is different than the types of development advanced by this Plan. Thus, periodic monitoring and updating is an integral part of this Plan.

Factors contributing to the possible need to amend this Plan are due to the long-range nature of this type of document. These factors are laid-out to provide the necessary guidance in conducting a Plan amendment. The important aspect of Plan amendment, however, is that it should not be taken lightly. A Plan amendment should be undertaken only after careful study and by reason of one of the following basic six factors--projections, assumptions, data error, new issues, comprehensiveness, and data updates/emergence of new data.

Projections and Forecasts: Plans are influenced by projections or forecasts because plans deal with future situations. If projections or forecasts are in error, or require modification due to the emergence of new data, then this Plan or its component elements may need to be adjusted. The City should monitor this Plan and its various elements based on the preparation of new projections or forecasts. Comparisons should then be made between what was projected or forecast and what is actually happening. If warranted and deemed necessary by the Plan Commission, this Plan should be amended to accommodate the new projections or forecasts.

Assumptions: A number of assumptions have been made upon which this Plan and its various elements are to be based. In particular, these assumptions have to do with the timely provision of municipal infrastructure to adequately service the area in the near future.

As stated earlier, the City should review this Plan on an annual basis--affording an opportunity to review and reexamine the accuracy of any assumptions upon which this Plan was based.

Data Error: An error in planning data differs from an assumption in that the faulty information is quantifiable. A new arterial street may be under construction and designed to meet certain specifications. A construction error, new federal standards, or other factors may result in the street not being placed or functioning as planned. This, too, requires a plan reassessment and, perhaps, a plan amendment.

New Issues: Issues may evolve that were not critical or foreseen when this Plan was initially developed. For example, community character is an issue that tends to stay in the background until it is almost too late to save it. New issues may require modification of Plan text or map to effectively deal with the new issues presented. New factors affecting current issues can also present situations where this Plan or its component elements may have to be amended.

Comprehensiveness: The various elements of this Plan are well addressed and flexible to guide future City actions and specific growth decisions. This Plan recognizes, however, that some elements may benefit from more detailed study and analysis. For major issues that require greater analysis than offered by this Plan, a Plan amendment may be justified if additional analysis presented to the City indicates such an amendment is needed. The amendment may be authorized by the Plan Commission at any time. The further detailed planning of specific areas of the planning area, as described earlier, would also fall into this type of Plan amendment.

Data Updates/Emergence of New Data: The maps and data upon which this Plan is based are factual in nature but some types of data are temporal as well as factual in nature and, therefore, may change through time. Thus, the general annual review of this Plan is necessary and, where deemed appropriate by the Plan Commission, amendments to this Plan should be made to keep this data current.

Plan Amendment Process

It is critical to have and to follow guidelines when determining if an amendment to the Plan, or one of its elements or components, is appropriate. All data and assumptions should be reviewed in detail at meetings where City officials and citizens are provided information on all new factors which might affect this Plan. Officials and citizens should be asked to submit any additional concerns of their own. This Plan should be revised in a manner similar to its original development, with citizen participation and by Plan Commission resolution, prior to any Plan change or rezoning recommendation.

In developing this Plan, special care has been taken to provide flexibility within land use classifications. Only a major change in land use, such as one involving significant changes in community or neighborhood character, intensity, or required services, would require a Plan amendment. This Plan also has built-in assumptions that provide a cushion to ensure that uses are not so tightly drawn that this Plan would require frequent changes. Therefore, the need for Plan changes on a yearly basis is unlikely, but a general review on a yearly basis is still important. A change to this Plan every five years, therefore, may be a sufficient response to changing conditions or public attitudes.

Those seeking changes to this Plan must convince the Plan Commission that a real and immediate need for Plan change exists based on one of the six criteria outlined earlier and that the reasons are sufficiently strong to justify a change.



APPENDICES

Appendix A

CITY PLAN COMMISSION RESOLUTION FOR ADOPTING THE SOUTH STH 83 AND SOUTH BYPASS CORRIDOR PLAN AS AN ELEMENT OF THE CITY OF BURLINGTON MASTER (COMPREHENSIVE) PLAN

WHEREAS, the City of Burlington, pursuant to the provisions of Section 62.23(1) of the Wisconsin Statutes, has created a City Plan Commission; and

WHEREAS, it is the duty and function of the City Plan Commission, pursuant to Section 62.23(2) of the Wisconsin Statutes, to make and adopt a master plan for the physical development of the City of Burlington; and

WHEREAS, Meehan & Company, Inc., a professional land planning firm, assisted the City of Burlington Plan Commission in the preparation of a master (comprehensive) plan element titled South STH 83 and South Bypass Corridor Plan dated _____ 2001 for a portion of the City of Burlington and surrounding environs; and

WHEREAS, Section 62.23(3)(b) of the Wisconsin Statutes authorizes and empowers the City Plan Commission of the City of Burlington to adopt elements of, and amendments and/or additions to, the City of Burlington Master (Comprehensive) Plan; and

WHEREAS, the City Plan Commission considers the aforementioned master (comprehensive) plan element titled South STH 83 and South Bypass Corridor Plan dated _____ 2001 to be a valuable guide to the future development of the City of Burlington and surrounding environs;

NOW, THEREFORE BE IT RESOLVED that pursuant to Section 62.23(3)(b) of the Wisconsin Statutes, the City of Burlington Plan Commission, on the ____ day of _____, 2001, hereby adopts the aforementioned master (comprehensive) plan element titled South STH 83 and South Bypass Corridor Plan dated _____ 2001 as an element of, and amendment and addition to, the City's master (comprehensive) plan to serve as a guide for the future development of the City of Burlington and surrounding environs.

BE IT FURTHER RESOLVED that the Secretary of the City of Burlington Plan Commission transmit a certified copy of this resolution to the Common Council of the City of Burlington.

Claude Lois, Chairman
City of Burlington Plan Commission

ATTESTATION:

City Clerk
City of Burlington

Appendix B

COMMON COUNCIL RESOLUTION FOR ADOPTING THE SOUTH STH 83 AND SOUTH BYPASS CORRIDOR PLAN AS AN ELEMENT OF THE CITY OF BURLINGTON MASTER (COMPREHENSIVE) PLAN

WHEREAS, the City of Burlington, pursuant to the provisions of Section 62.23(1) of the Wisconsin Statutes, has created a City Plan Commission; and

WHEREAS, the City Plan Commission, pursuant to Section 62.23(2) of the Wisconsin Statutes, prepared with professional planning assistance from Meehan & Company, Inc. of Franklin, Wisconsin, a master (comprehensive) plan element titled South STH 83 and South Bypass Corridor Plan dated _____ 2001 for a portion of the City of Burlington and surrounding environs as an amendment and addition to, the City's Master (Comprehensive) Plan to serve as a guide for the future development of the City of Burlington and surrounding environs; and

WHEREAS, the City of Burlington Plan Commission did on the ____ day of _____, 2001, adopt by City Plan Commission Resolution No. ____ the plan titled South STH 83 and South Bypass Corridor Plan dated _____ 2001 as an element of, and an amendment and addition to, the City's master (comprehensive) plan and has submitted a certified copy of that resolution to the Common Council of the City of Burlington; and

WHEREAS, the Common Council of the City of Burlington concurs with the City Plan Commission and the plan titled South STH 83 and South Bypass Corridor Plan dated _____ 2001;

NOW, THEREFORE BE IT RESOLVED that the Common Council of the City of Burlington on the ____ day of _____, 2001, hereby adopts the plan titled South STH 83 and South Bypass Corridor Plan dated _____ 2001 as an element of, and an amendment and addition to, the City's master (comprehensive) plan to serve as a guide for the future development of the City of Burlington and surrounding environs.

Claude Lois, Mayor
City of Burlington

ATTESTATION:

City Clerk
City of Burlington